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Serial No. 10/553,379

Atty. Doc. No. 2003P05901WOUS

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Amendments to the Claims:

The text of all pending claims, (including withdrawn claims) is set forth below. Cancelled and not entered claims are indicated with claim number and status only. The claims as listed below show added text with underlining and deleted text with ~~strikethrough~~. The status of each claim is indicated with one of (original), (currently amended), (cancelled), (withdrawn), (new), (previously presented), or (not entered).

Applicants reserve the right to pursue any cancelled claims at a later date.

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1.-4. (cancelled)

5. (cancelled)

6. (cancelled)

7. (currently amended) ~~The method according to Claim 5,~~ A method for controlling a fuel pressure in a fuel supply device of an internal combustion engine, wherein the supply device has a fuel pump that pumps a fuel into a fuel accumulator that supplies injection valves with the fuel and that is connected to a regulator valve that adjusts the fuel pressure as a function of an actuating signal, comprising:

determining a desired fuel pressure value;

determining an actual fuel pressure value; and

determining an actuating signal as a function of the desired fuel pressure and a variable,

wherein

the dynamics of the flow of the fuel through the regulator valve, the variation in the flow rate or the variation in the fuel pressure being used as the variable characterizing the dynamics of the flow of fuel through the regulator valve, and

wherein if the flow rate increases the energization is decreased and if the flow rate falls the energization is increased.

Serial No. 10/553,379

Atty. Doc. No. 2003P05901WOUS

8. (currently amended) ~~The method according to Claim 6,~~ A method for controlling a fuel pressure in a fuel supply device of an internal combustion engine, wherein the supply device has a fuel pump that pumps a fuel into a fuel accumulator that supplies injection valves with the fuel and that is connected to a regulator valve that adjusts the fuel pressure as a function of an actuating signal, comprising:

determining a desired fuel pressure value;

determining an actual fuel pressure value; and

determining an actuating signal as a function of the desired fuel pressure and a variable,

wherein

the dynamics of the flow of the fuel through the regulator valve, the variation in the flow rate or the variation in the fuel pressure being used as the variable characterizing the dynamics of the flow of fuel through the regulator valve,

wherein the regulator valve is an electromagnetic regulator and that the energization of the electromagnetic regulator is influenced by the actuating signal, and

wherein that if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

9. (previously presented) The method according to Claim 7, wherein that if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

10. (currently amended) A method for controlling a fuel pressure in a fuel supply device of a combustion engine, comprising:

determining a desired fuel pressure value;

determining a actual fuel pressure value; and

determining an actuating signal as a function of the desired fuel pressure and a variable,

wherein

the dynamics of the flow of the fuel through the regulator valve, the variation in the flow rate or the variation in the fuel pressure being used as the variable characterizing the dynamics of the flow of fuel through the regulator valve, and

Serial No. 10/553,379

Atty. Doc. No. 2003P05901WOUS

if the flow rate increases the energization is decreased and if the flow rate falls the energization is increased, or

if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

11. (new) The method as claimed in claim 7, wherein the regulator valve is an electromagnetic regulator and that the energization of the electromagnetic regulator is influenced by the actuating signal.